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as it has behind it the Fabian Research Department, the Executive Committee of the Labor Party, and the Parliamentary Committee of the Trades Union Congress.

WASHINGTON, D.C.

LEIFUR MAGNUSSON

*The Longshoremen.* By CHARLES B. BARNES. New York: Survey Associates, 1915. 8vo, pp. xx+287. \$2.00 net.

*The Longshoremen* is the result of a very careful and detailed investigation of conditions under which some 35,000 men are engaged in New York Harbor in the loading and unloading of ships. The eleven appendixes contain brief descriptions of conditions in the Boston, London, and Hamburg harbors, and extracts from English and German laws governing dock-workers' occupation. The inference to be drawn from a study of these is that this country is rather far behind the others in recognizing its legislative duty.

The problem presented by this group of men is the problem of casual labor, which, it is suggested, is closely connected with underemployment and with chronic unemployment. The irregularity of employment is due, first, to the inherently uneven distribution of the work throughout the year, and, secondly, to the methods of hiring the men. The extreme range in the total hours of employment of its men over a period of fifteen weeks, as reported by one steamship company, was from 230 to 2,755 hours. With regard to the second point, the men are paid by the hour, "knocked off without pay whenever a delay occurs," "discharged without notice whenever a job is finished," and left uncertain concerning future work. However, the men have, on several occasions, chosen to continue under the present wage system rather than accept employment by the week, fearing, it is thought, that there would be no way of providing for those crowded out, and also that the rush and strain on those who secured the work would be greatly increased.

The author gives a history of the trade-union movement as it is connected with this branch of industry, the story of its strikes, resulting often in loss, and a statement of the present standing of the unions. This naturally includes the treatment of the wage question and of hours of work; and leads to the question of industrial accidents and disease and of insurance. The concluding chapter of about eight pages sums up pretty well all that is contained in the nine preceding and more detailed chapters.

*Railway Organization and Management.* By JAMES PEABODY. Chicago: La Salle Extension University, 1915. 8vo, pp. vii+263. \$2.00.

This work by the late statistician of the Santa Fé is primarily a description of the duties of the departments and individuals in railway organizations rather than an analysis of the manner in which the activities of railways are organized and their operation controlled. For this reason its title is misleading.

If one wishes to know what a yardmaster or a roadmaster is, whom they report to, who reports to them, the differences between a fireman and a fire-up